

What We Claim Is:

1. A method for carrying out gear shifting and a twin-clutch transmission, wherein a downshift is carried out as a function of the type of shifting and/or at least one predetermined vehicle parameter.

2. The method as described in Claim 1, wherein a pulling downshift with a pulling force interruption is carried out if an increased wheel slip probability is present as a vehicle parameter.

3. The method as described in Claim 1, wherein a pulling downshift with a pulling force interruption is carried out if a cold-weather program is activated as a vehicle parameter.

4. The method as described in Claim 2, wherein a wheel slip probability parameter is determined as a function of the wheel slip that is actually present.

5. The method as described in Claim 4, wherein the pulling force interruption is carried out as a function of the wheel slip probability parameter.

6. The method as described in Claim 5, wherein the pulling force interruption is terminated if the wheel slip probability parameter is decreased and thereafter a pulling force restoration is begun.

7. The method as described in Claim 6, wherein the larger the degree of pulling force restoration becomes, the smaller the wheel slip probability parameter becomes.

8. The method as described in Claim 1, wherein a pushing downshift is carried out with an engine torque intervention if an increased wheel slip probability is present as a vehicle parameter.

9. The method as described in Claim 1, wherein a pushing downshift is carried out with an engine torque if a cold-weather program is activated as a vehicle parameter.

10. The method as described in Claim 8, wherein the engine torque is increased during the engine torque intervention for a predetermined time period by a double de-clutching, so that during the slip reduction after the gear ratio change no overtorque or minimal overtorque is reduced on the clutch of the new lower gear.

11. The method as described in Claim 2, wherein an increased wheel slip probability is present if a cold-weather program is activated.

12. The method as described in Claim 2, wherein an increased wheel slip probability is present if at least one ASR (traction control) intervention and/or one ABS intervention is carried out.

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BRIEF DESCRIPTION OF
THE DRAWINGS

[0046]

DETAILED DESCRIPTION OF THE
PREFERRED EMBODIMENT

[0047]

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13. A twin-clutch transmission, especially for carrying out a method as described in Claim 1, wherein a device for carrying out downshifting is provided as a function of the type of shifting and/or at least one predetermined vehicle parameter.

14. The twin-clutch transmission as described in Claim 13, wherein a transmission control device is provided for the recognition of at least one vehicle parameter.

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